CLASSIFICATION CONFIDENTIAL/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY	Poland	DATE DISTR.	21 Nov 1952
SUBJECT	State Highway #13 (Warsaw to Zakopane) - Construction, Bridges and Strategic Sections	NO. OF PAGES	3
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THIS IS UNEVALUATED INFORMATION

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1. State Highway #13 (pre-1939 numbering system) extends south from Warsaw, through Radom, Kielce and Krakow and it terminates at Zakopane. Upon leaving Warsaw it is known as Aleje Jerozolimskie. In Raszyn it is called Ulica Grojecka. The road forks at Tarczyn toward Radom and Skierniewice. The section of State Highway #13 connecting Warsaw with the Slowik sector (eight kilometers beyond Kielce) has a surface width of 6.5 meters. It was widened generally during World War II to 7.5 meters. The width of the embankment along this sector varies from 11.5 to 12 meters. The pavement is of stone blocks, asphalt, and concrete slabs.

2. Bridges and culverts are of reinforced concrete with a load capacity of 40 tons (40,000 kilograms). The longest bridge is located near Bialobrzegi. It is of reinforced concrete and is a two-girder truss bridge with parabolic upper chord. The bridge had a three-span roadway with each span 3 x 15 meters. The roadway is 6.25 meters wide and the approaches to the bridge from the direction of Warsaw are over a fill 3.5 meters to four meters high and travelled through marshes. The Pilica River at this crossing point is 45 meters wide at normal water level and averages two meters in depth. These figures are within one meter of accuracy.

3. Passage through the city of Kielce is clear. The road makes a sharp right turn beyond the center of the city at the Kielce Cathedral and turns in the direction of Checiny. It crosses the tracks of the Warsaw-Krakow railway line.

4. Kielce is the capital of the Kielce Wojwodztwo and has a population of about 65,000 inhabitants. The entire Kielce industry is centered around the railroad station. It is not difficult to detect from the air. The following diagram (with Legend) indicates the relative locations of major buildings in Kielce as of 1940.

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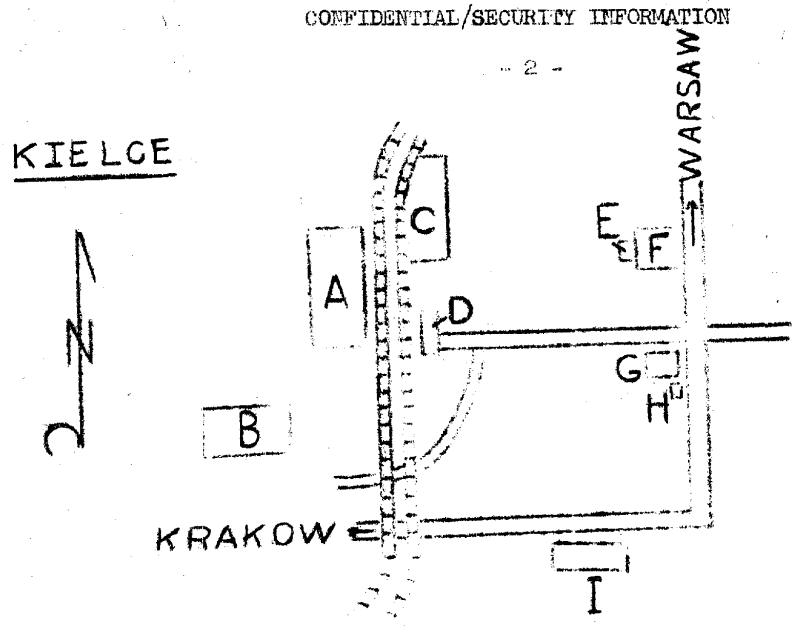

Legend

A. Ludwiko Metallurgical Plant (Products consisted of military field kitchens, carriages for heavy machine guns, steel helmets, light motorcycle engines, and heavy ammunition cases.)

B. Spolem Enterprises (A soap factory and a fats and food storage house.)

C. State Saw Mills

D. Railroad Station

E. City Hall

F. Market Place

G. Wojwodztwo Administration Building

H. Cathedral

I. Lime Kilns

5. According to the opinion of pre-World War II pilots, there is some difficulty in compass reading in this area because of the existence of iron ore deposits. The nearest airport is about eight kilometers north of Kielce at Maslow. This airport accommodated only light aircraft. 50X1

6. [redacted]

7. In the Slowik-Checiny-Jedrzejow-Miechow-Slomniki-Krakow Sector the pavement is 7.5 meters wide, the embankment is 11.5 to 12 meters in width, and the surface is crushed stone over a solid foundation with a top layer of tar. The largest permanent steel and concrete bridge is located near Tokarnia about four kilometers from Checiny towards Krakow and crosses the Nida River. The river is about 30 meters wide here and from one and one-half to two meters in depth. A smaller steel bridge about 20 meters in length is located near Slomniki.

8. Two elevations and winding, narrow streets make passage through Checiny difficult. Beyond Checiny (two kilometers) in the direction of Krakow the road has steep down grades with sharp "S" curves.

9. The Wodzislaw-Ksiaz Wielki sector of State Highway #13 is quite steep and winding and travels through heavy wooded terrain (This locality offers good concealment. It often was used for partisan activities to disrupt German Army motor transportation during World War II).

10. Highway #13 passage through Jedrzejow and Miechow is easy and clear.

11. Sections of the road in the vicinity of Slomniki are very foggy during the spring and autumn in the mornings and evenings. This causes traffic movements during these periods to be very difficult.

12. The approach to Krakow is by way of ulica Warszawska to Plac Matejki. A left turn is made at the Planty (ulica Potockiego and Gertrudy) to ulica Krakowska. Just over the Wisla River at the Pilsudski bridge, a left turn is made from ulica Krakowska. A little beyond the bridge a right turn leads onto the Krakow-Zakopane route.

13. The Krakow-Zakopane sector of State Highway #13 extends through very steep hills and gradients up to nine per cent (nine meters per 100). The pavement is about 6.5 meters in width and is surfaced with ashphalt and stone blocks. The embankment varies from 9.5 to 12 meters in width. From the middle of October to the middle of April heavy snow and sleet impair travel in this sector. A reinforced concrete bridge, 20 meters in length with a road capacity of 40 tons, is located in the vicinity of Poim and Lubien.

14. At Chabowka the highway crosses the Krakow-Zakopane railroad line over a viaduct. The vehicular viaduct is 100 meters long, 16 to 18 meters of which are over the tracks. 50X1

15.

16. Beyond the viaduct the road is very winding and rises sharply to an altitude of 600 to 650 meters and then starts descending towary Nowy Targ. Passage across the so-called Gory Wyspowe mountain chain (Babia Gora, Turbacz, and Luban) is difficult during the spring, fall and winter because of heavy snow.

17. From Nowy Targ to Zakopane the pavement is about 7.5 meters in width and is surfaced with concrete from Nowy Targ to Bialy Dunajec. It is surfaced with tar from Bialy Dunajec to Zakopane.

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